

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT
CONFIDENTIAL

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COUNTRY Germany (Russian Zone)/Poland/USSR

DATE DISTR. 17 August 1948

SUBJECT Condition of Railroad
Bridges and Lines

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SUPPLEMENT TO
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1. The condition of the main Berlin-Wittenberg-Eisenach line is given
as follows:

- a. Berlin to Wittenberg: one track; signal blocks in order. The
total load capacity is 28 trains a day in each direction.
- b. Wittenberg to Neudietendorf (M 51 / J 25): two tracks, signal
blocks in order.
- c. The Elbe bridge near Wittenberg, wood with steel superstructure,
has been repaired. The speed limit is 30 km. per hour.
- d. The Mulde bridge near Bitterfeld carries one track, with sidings
and signal blocks at each end. The speed limit is 20 km.
- e. The Saale bridge near Weissenfels is a temporary structure,
only one track is in use. Speed limit 5 km. A permanent bridge
is being constructed; concrete has been laid for four of the
arches; the wooden frames for the last two arches and the western
approach are now being raised. The SMA has ordered that the
bridge be ready by the end of the year.
- f. The Saale bridge between Schoenburg and Goeseck (J 89) is only
one-track. The speed limit is 30 km.
- g. All the other bridges are in order.
- h. Neudietendorf to Eisenach: one track. Traffic is very slow
along this stretch because of a long section from Gotha to
Froettstadt (H 96) which has no sidings. The SMA, however, has
ordered that a siding be built near the Leina Canal. The signal
blocks are being converted to single-track system at the present
time.

2. The Russian broad-gauge track extends as far as Insterburg and
Gerdauen. There are no broad-gauge tracks west of the Insterburg
Brest-Litovsk-Kowel-Przemysl demarcation line. There is a standard-
gauge rail on the broad-gauge lines Koenigsberg-Vilna-Leningrad and
Brest-Litovsk-Grodno-Leningrad.

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